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 TI - ENGINE WITH TURBO CHARGER  
 IN - SHIOI KENZO; IIDA KEIICHI; NISHIKAWA TOMOO  
 PA - ISUZU MOTORS LTD  
 IC - F02B37/12 ; F02B37/18 ; F02B39/16

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TI - Intake over supply pressure control of turbo charged engines, involves performing tracking control for abnormality evaluation of compensation over pressure control during failure of over supply pressure sensor  
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 PA - (ISUZ ) ISUZU MOTORS LTD  
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 AB - JP2000345851 NOVELTY - The measured over supply pressure (Pbm) is compared with estimated over pressure (Pbe) and performs feed back control for evaluation of over supply pressure abnormality. The control includes a tracking control which does not use the measured over pressure supply value for abnormality evaluation, if malfunction of over supply pressure sensor is detected.  
 - USE - For turbo charged engine.  
 - ADVANTAGE - Enables reliable over supply pressure control as tracking control is included.  
 - DESCRIPTION OF DRAWING(S) - The drawing shows a flow chart of the control method.  
 - (Dwg.1/4)  
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 AB - PROBLEM TO BE SOLVED: To immediately detect failure of a boost pressure sensor, and switch a control method from a feed back control for using measured boost pressure into a following control for not using the measured boost pressure by comparing the measured boost pressure detected by the boost pressure sensor with an estimated boost pressure calculated from an intake air quantity and engine rotating speed.  
 - SOLUTION: An engine E is provided with a turbo charger 11 having a turbine 11t of an exhaust passage 3 and a compressor 11c of an intake passage 2, and boost pressure is controlled by an opening of a waist gate bypassing the turbine 11t. An operating condition of the engine E is controlled by a controller 13 on the basis of each detecting signal from a boost pressure sensor 21 disposed in the intake passage 2, a mass air flow sensor 22, and an intake temperature sensor 23. In this case, in a controller 13, an estimated boost pressure calculated from an intake air quantity and engine rotating speed and a measured boost pressure are compared with each other, the failure of the boost pressure sensor 21 is judged, and a control method is switched from a feed back control into a follow control.

